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## **DeLorean Club of Oregon News & Information**



**Sept. 25, 1997**

### **All British Field Meet**

by Knut Grimsrud

Scheduling an outdoor event in Oregon during Labor Day weekend can be a risky proposition – fortunately, the weather gods appear to also be automobile enthusiasts, because the conditions were once again ideal at this year's All British Field Meet. This year's event was every bit the spectacle of years' past and I enjoyed the good company of other motor sports enthusiasts.

The field meet was held on Saturday Aug. 30 and featured the usual mix of extraordinary cars from Aston Martins to Triumphs of all vintages from early British era to showroom new models. As always for this event, I enjoyed making new acquaintances with auto enthusiasts and discussing the merits and peculiarities of their marquees. In addition to the meet, my wife and I enjoyed a picnic under the shade of a tree and took a test ride in a Land Rover on the jungle

course (I was hoping my wife would show an interest in something sporty that I could use as an excuse for buying myself something, but all she wants now is a Rover).

On Sunday, the ABFM had arranged a meticulous rally through all of the Portland area parks. The course covered an incredible 70 miles of interesting terrain and encompassed Portland area parks I never knew existed. Being an amateur rally driver and having a new navigator riding with me, we had little hope of scoring a victory, but we took great satisfaction in successfully navigating through all 106 steps outlined on the rally sheet and completing 6 cars ahead of where we started.

After the rally, my navigator and I stopped at the concession stand for the most comic and painful part of the day. As I was eating my burger, I was so distracted by the sight and atmosphere of all the shiny British roadsters for sale at the swap meet that I failed to notice that a wasp had



stopped for a snack on my burger where I had just taken a bite. My next bite was greeted with three sharp stings to the tongue and one to the roof of my mouth before I managed to spit the angry wasp out. My swollen tongue (which was also rather frozen from all the ice I was sucking on afterwards) made for some humorous attempts at communication the rest of the day.

Also on Sunday, the ABFM sponsored the traditional slalom race. I always look forward to the slalom and this year was no exception. Just to be on the safe side, I had Chris at Foreign Car Specialists perform an inspection and I showed up ready to race (although a little nervous) with the confidence to push my old DMC a little.

Pulling up to the line, the tension of anticipation rises as the track is checked and any cones tipped by the previous driver are erected. I feel like I have a bucket on my head as the helmet I borrowed is more than a little loose, but I soon forget all about the helmet as I'm given the all clear signal. I even forgot about my painful swollen tongue for the moment. In order to get off the line, I rev the engine up near 5000 RPM before mashing the accelerator and dumping the clutch. I just love the Centerforce clutch – it gave a short howl as it engaged and we chirped off the line. The first two gates are fairly moderate as we are building up speed. There is not much acceleration past about 4000 RPM, so I shift long before redline. Fighting the automatic urge to drop the gas as I shift, I let the engine surge a bit as I mash the gears into second and dump the clutch again.

As we continue accelerating, the slalom is becoming quite challenging and the stresses placed on the car become substantial. We approach the first spin cone after having had our first few high-G turns. This cone is placed in the middle of the track along the curved portion where the track is narrower than the poor turn radius of the DMC. Slinging the rear around at this turn is advantageous, but I have had little success in breaking the rear end loose in previous years. This year I approach the cone at full throttle and then jerk the wheel to the side as I

lock the brakes up. I immediately pop the clutch after a quick downshift and revving the engine back up again. It seems like I need one more foot as I want to use all the pedals simultaneously. The procedure seemed quite effective and gave me just enough rear end slippage before the tires again gripped the track surface propelling us back down the slalom towards the next hairpin.

Slalom participants are given three timed trials which allows them to learn the track and the capabilities of their cars a bit. My first run was a little conservative as I'm sure I could have gotten more of my car and my driving. The second run seemed nearly perfect and my copilot and I got a real thrill out of many of the maneuvers. (My copilot had not ridden in a DMC before and told me after the race he was positive we were going to roll the car at more than one occasion). With the successful second heat, my confidence was a bit too high for the final heat and it was way too aggressive for the exaggerated turns of the track. We nearly slid off the track at one turn and the problem was made much worse when I took my foot off the gas and touched the break. After a near spinout I was greeted with an even worse one in the opposite direction as I had overcompensated. With nothing to loose on the rest of the last run, it was all-out lunacy from there on and a lot of harmless fun.

As these races are individual timed trials, drivers go only as fast as they feel comfortable, and I recommend these events to anyone that is curious about the capabilities of their car. Highly recommended.



## Regional Events

by Knut Grimsrud

This newsletter issue is quite overdue and so much has happened since the last issue. The McMinneville Air & Auto show was a small and intimate local event where the main attraction was the Lion's Club all you could stand to eat breakfast. Being a smaller local event, the appearance of a couple DeLoreans was by far the

hit of the day and we spent much of the day espousing the virtues of the DMC-12 to curious auto enthusiasts.

Shortly after the McMinneville show, we toured the Heirloom Roses display gardens where my wife could not resist the urge to re-stock our yard with some new varieties of lovely roses. I was completely unaware of the vast variety of roses that are available and had a nice stroll through the gardens.



Finally, we had a cruise along the scenic coastal route to Nehalem for a BBQ/Picnic near the downtown area. The coastal route from Cannon Beach to Nehalem has numerous scenic outlooks that have breathtaking views. Nehalem was packed with display booths from the craft festival which gave the little town a busied atmosphere. Chris was a gracious host and had made all the preparations for our arrival, although we failed to take advantage of the boat he had docked at his private pier. Our thanks to Chris for hosting this event.



## DeLorean Parts Reference Database

by Knut Grimsrud

Enclosed with this newsletter you will find a pre-release evaluation copy of my latest project. This is a Windows95 (or NT) program for searching

the DeLorean parts list and examining the parts diagrams from the parts reference book. This handy utility also allows various clubs and organizations to interchange parts cross reference and availability information and will hopefully find good use with a broad audience. Note, if I do not have a membership card on file for you, your issue will not include the software.

This evaluation copy contains only the first section of the parts manual and the final product

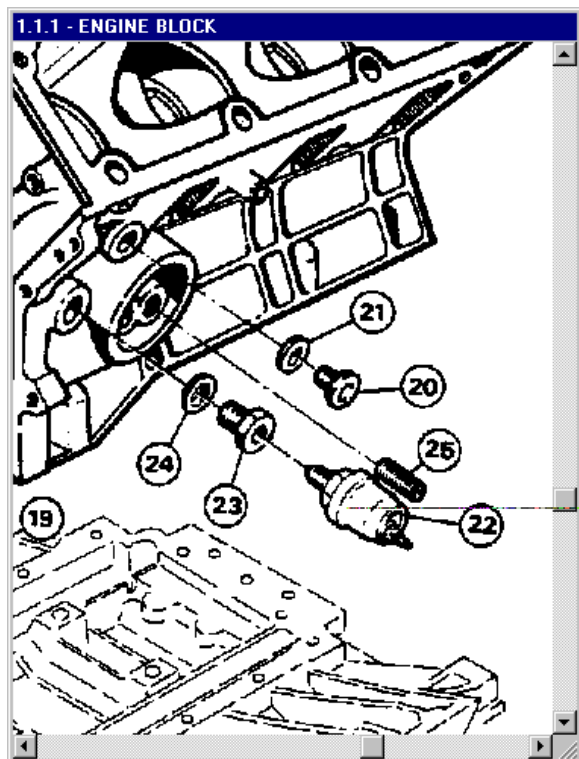
will have a complete parts manual. Also, the cross reference and pricing information supplied with the release is fictitious. This utility is intended to allow various clubs and organizations to readily add their information in a way that allows users to ascertain the origins of the data.

Let's say you needed a new oil pressure sending unit (the one next to the oil filter on your car). As you are likely aware, nearly all the DMC parts specialty

shops require a DMC part number in order to ensure they properly fill your order, so you need the part number and any cross reference information for it as well. Simply start up the program and type in "pressure" in the description field in the main dialog and press the **Search** button. In the *Search Results* section, you will see that the program found two possible parts matches – one called an *oil pressure sensor* in section 1.2.0 and one called an *oil pressure sender* in section 1.1.1.

As I'm not sure which is the correct one, click on the part number for the oil pressure sensor in section 1.2.0 – the appropriate diagram of the parts manual is displayed. Based on the diagram, it is apparent that this is not the correct part. Click on the part number for the pressure sender in section 1.1.1 of the manual and the parts diagram from the appropriate section of the manual is displayed. It's difficult at the default magnification to see much in the parts diagram,

so zoom in by clicking with the left mouse button on the area of the diagram that you want to zoom towards. You can continue to zoom in by clicking the left button on the desired portion of the diagram. Zoom out by clicking the right mouse button. After zooming in, you confirm this is indeed the correct part.



When a part number is selected for display in the parts diagram, a search is also performed in the parts cross reference and additional information plug-ins provided by various clubs and organizations. Two items were found and displayed at the bottom of the window. One item was found in the DeCO database suggesting a parts cross reference, but the cross reference has not been verified. The second item from the Fake database lists the item as stocked at a price of \$29.50. If you want ordering information, click on the Fake name in the additional part information section and the logo and ordering information for Fake DeLorean Specialty Parts Company is displayed. Close the displayed info by clicking on it.

**Find DMC Part**

Search Criteria  
 Part No.  Description  Section  Figure

Search Results

Part	Description	Section	Fig	Qty	Remarks
102452	OIL PRESSURE SENSOR	1.2.0 ...	3	1	
102763	OIL PRESSURE SENDER	1.1.1 ...	22	1	

Additional Part Info

Source	Info 1	Info 2
DeCO	NAPA OPS-67-???	UnVerified
Fake	In stock, requires separate adapter	\$29.50

Search About Exit

## Message from your Coordinator

Due to limited regional interest, material from the DeCO newsletter will in the future be contributed to DeLorean International magazine instead. In order to represent the interests of owners and enthusiasts in and around the Oregon area, I have taken the position of regional contributing editor for DeLorean International magazine (the official publication of the DeLorean Motor Club).

Although this newsletter will be discontinued in favor of a magazine with broader distribution, the regional club will remain active – the only real difference is that the material from the newsletter will be published nationally rather than locally. Local events notices will be issued and we will continue to schedule events as usual. If you have material to contribute to DeLorean International magazine, please contact me.

Enclosed with this issue, please find a DeLorean owners directory form. This effort is lead by James Espey of the Arizona DeLorean Club and DeLorean Mailing List fame and will result in the publication of a national DeLorean owners directory. The directory will be issued to all those who are listed in the directory and I encourage everyone to participate in its creation.

Provided initial feedback and reception is favorable, my current plans for the utility is to provide it as a service to fellow DeLorean owners and enthusiasts at no cost (or the cost of production if the production costs are an issue). My hopes are that various clubs and organizations will use the utility as a framework for providing value-added information to the DeLorean community at large. Clubs can use the

utility for disseminating cross reference information to their members, and parts specialty shops can use it as a mechanism for distributing an electronic version of their catalog or price list.

If you have comments or suggestions about the usefulness of this tool or for methods to improve it, feel free to contact me.



## The Best Little Warehouse In Texas

Well, the warehouse hasn't been moved to Texas yet, but it will be as soon as DeLorean Motor Company has made requisite preparations for transporting it. As I reported in a previous issue, Stephen Wynne of DeLorean Motor Company in Texas has purchased the remains of the DeLorean parts depot previously held by KAPAC. Before the warehouse is moved, DMC will host an open-house and tours of the warehouse. This event promises to be as significant as the annual DeLorean Expo and will be interesting to all technically inclined DeLorean enthusiasts. It will include technical seminars by DeLorean service experts as well as social and auto-related events. Warren of DeLorean Motor Company was very helpful in detailing the events to me when I called and he indicated that you can contact DeLorean Motor Company at (281) 568-9573 for further information.

I grabbed the following event information from the DeLorean Mailing List which is reproduced here verbatim.

Word is just in that Stephen Wynne and DeLorean Motor Company will be hosting a DeLorean event at the former KAPAC warehouse, on the weekend of November 1<sup>st</sup> and 2<sup>nd</sup> in Columbus, Ohio.

Unlike the KAPAC events in the past, this will be more of a full-featured event, complete with a rally and technical seminars. This is a great opportunity to see an important piece of DeLorean history, and also to easily see for yourself just how many DeLorean parts are left. Since DMC's acquisition of the 46,000 square foot warehouse of DeLorean parts earlier this year, Stephen and his staff have been busily getting it organized and preparing it for the move to Houston later next year.

To assist in the organization, inventorying and move, DMC has been fortunate enough to retain the services of Leif Montin (former National Parts Manager for the original DeLorean Motor Company!) and Leif will be on hand at this event to answer questions and the like.

The itinerary is still being finalized, but this is how it looks:

Fri., Oct. 31, 7:00pm to ???	- Informal get-together at location TBA
Sat., Nov. 1, 8:00am to 11:30am	- Half of group tours warehouse while the other half attends tech seminars.
Sat., Nov. 1, 1:00pm to 4:30pm	- Half the group tours warehouse while the other half attends tech seminars.
Sun., Nov. 2, 8:00am	- Rally, brunch, possibly followed by a repeat trip to the warehouse.

A special room rate has been negotiated with a nearby hotel for attendees. Complete details are too lengthy to list here, so please call, fax, or email DeLorean Motor Company (Houston) for more information about this entire great event.

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delorean@mail.org

## Tech Notes

by Knut Grimsrud

After 15 years of use and abuse and over 100,000 miles of wear, my interior had been looking more than a little tired. I recently purchased a set of reproduction seat skins through James Espey of the DeLorean Mailing List. James took the initiative to have a trim shop meticulously reproduce the DeLorean seat skins securing a reasonable price (I believe it was \$575 for the pair) for those who took advantage of the deal. In this issue I will cover installation of the new skins as well as a review of their appearance and performance. Note that I am not a substitute for good judgment on your part and will in no way be liable for your damaging your DMC or yourself.

### DeLorean Seat Skins

Like your skin, leather ages with time and the leather DeLorean seats are no exception. Although regular care will prolong the life of your leather seats, after 15 years exposed to the harsh environment of your car's interior, many seat skins have reached their retirement.

In my case, the seldom used passenger seat had become very hard with a feel not much different from cardboard, and the skins were starting to split at the seams – in large part due to the shrinkage leather undergoes over time. Although I have seen many original seats that are in excellent conditions, mine were not and they were beyond the point of any reasonable restoration.

Like much of the rest of the car, the seats have a modular construction intended to make seat skin replacement easy. Seat skins consist of two separate pre-sown parts – the seat bottom and the seat back. The back of the seatback has a third panel which seldom requires replacement and is not included in the seatskin kit. Upholstery shops can install the new skins in short order and some enthusiast members can install the skins themselves if they are familiar with such things (especially in the use of hog rings). I removed the seats myself and took the seats to an experienced upholstery shop for installation.

Seat removal is easy. The seat is held in place with four studs that pass through the bottom of

the car body and nyloc nuts. As the nuts are exposed to the elements, I soaked them with a penetrating oil the evening before removing the seats. After removing the four nuts, the seat can theoretically be lifted out of the car, however, I found that the rails the seat sits on does not clear the bolt securing the seat belt latch adequately. Although I was able to remove the seats





with some wrestling without removing the securing bolt, I ultimately had to remove the bolt anyway in order to install the seats again. You might as well remove the bolt to start with and save you some trouble.

When removing the bolt securing the seat belt latch on the driver's side, be aware of the wire connecting the latch to the seat belt buzzer. You don't need to remove this, you only have to remove the bolt and leave the latch dangling from the buzzer wire.

When removing the seats, watch for spacer washers that may be present on the studs between the seat rails and the cockpit floor. Any such spacers will have to be replaced when installing the seats in order to ensure smooth sliding operation of the seats afterwards. I lost track of some of my spacers and had a hard time getting the driver's seat to operate well until I got the spacers back in place properly. The spacers are sometimes required in order to avoid mounting stresses on the seat rails that result in the seat getting pinched in place on its rails.

Removal of the seats (including struggling with wrestling the seats out without first removing the seat belt buckle mounting bolts) took no more than 10 minutes per side. Removing the bolt retaining the buckle with the seats in place will add some time as the space is a bit tight between the edge of the seat and the bolt. Take your time and be patient – it's a straightforward procedure.

With the seats out, take advantage of the opportunity to clean up the floor of the cockpit (I



was surprised at some of the crap I had under the seats and it likely explained why I no longer had that new car smell).

The upholstery shop (Scotties Upholstery in Hillsboro) was pleased with the quality of the replacement seat skins and they had no trouble installing them. The foam was steamed (in order to "re-hydrate them) before the skins were installed and the resulting seats are more comfortable than they ever were. The replacement skins are slightly loose when compared with the originals, but this may in part be due to the originals having shrunk over time. The replacements skins are also much softer than the original and the seats seem to give more support than before, likely due to the foam having been uncompressed a bit. Cost for the work was \$192.

Installation is as simple as removal. After replacing any spacers, simply set the seat back down with the studs protruding through the cockpit floor. I prefer to replace nyloc nuts rather than re-use them since the nylon lock on the nut deteriorates with use. A little lubricant on the studs will also help preserve them somewhat from the elements (I used anti-seize on these, although it is likely not necessary).

The complete project took about 1 hour of labor time in removing and re-installing both seats (plus messing around due to my having not kept track of the spacing washers) in addition to the \$192 for the upholstery shop and \$595 for the skins. Although a little looser than the originals, the resulting installed seats look fabulous and the skins match the original color and texture very well. I would recommend them in all but the most discriminating cases. If you would like information on the availability of replacement seat skins through James, I would be glad to provide you with contact information.



## For Sale & Wanted

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*Advertisement of  
DeLorean related items is  
provided as a service to  
club members free of  
charge. Commercial  
advertisements available  
at negotiated rates and at  
my discretion.*

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*For Sale: '81 (VIN 4514)  
DMC-12 w/ 41K miles.  
Manual/gray maintained  
by car collector. \$15000*

*Contact Tom H:631-8898*

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*For Sale: DeLorean  
dealership sign (1/2 with  
back and lighting, 11'4" x  
36"), service manual and  
bulletins, new heater fan.  
Offer.*

*Contact Knut for reference  
H:649-8053 W:264-8419*

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## DeCO Events Calendar

### **Saturday, Oct. 11**

Mollalla Apple Festival – This event is being coordinated by a regional DeLorean enthusiast and the details were still being ironed out as this newsletter went to press. If you are interested in this event, please contact me for further information.

### **Sunday, Oct. 19**

Regional winery tour. Stock up for the holidays while sampling some of the region's offerings. The tour will include Oak Knoll, Kramer Vineyards, and Elk Cove. If there are particular interests, other vineyards can also be included.

### **January, '98**

'98 planning meeting